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1. The military and civil airfield, called SPILVE field by the Latvians, was northwest of RIGA (24°9'E/56°59'N), Latvian SSR, west of the Dvina River, east of the railroad line to BOLDERA (24°2'E/57°2'N), and northwest of the cement plant.
2. According to Latvians, the field had two 6,600 foot concrete runways. A brick building, 235 x 90 feet, was being built near the field entrance at the southern edge. The Latvians also said, commercial aircraft equipment was to be stored in this building. At Christmas 1946, the hangars were still not repaired.
3. Jet aircraft coming from SPILVE and returning there were daily observed in the Spring of 1949 (see Annex). As many as five aircraft were seen flying.
 - a. Characteristics of these craft: Low-wing monoplanes with wings in slight dihedral, angular wings, tail assembly relatively small, rudder assembly mounted on fuselage, elevator assembly with slight dihedral. Slim and elegant fuselage, with circular cross section at nose.
4. A helicopter was first observed in May 1949. Fuselage and wings were similar to the Fieseler Storch. The propeller was, however, fitted above the fuselage and rotated like a windmill. The striking features of the craft were that it could hover on the spot for a long time and that it was able to climb and "fall" perpendicularly.
 - a. Characteristics: High-wing monoplane, rectangular wings, slightly rounded at tips, single-engine craft, elevator assembly shaped like a maple tree leaf, single rudder assembly and landing gear.